

New system to speed up DMV output

The Motor Vehicles Division field offices handle more than 10,000 transactions a day. Next year, computers will help streamline this massive job.

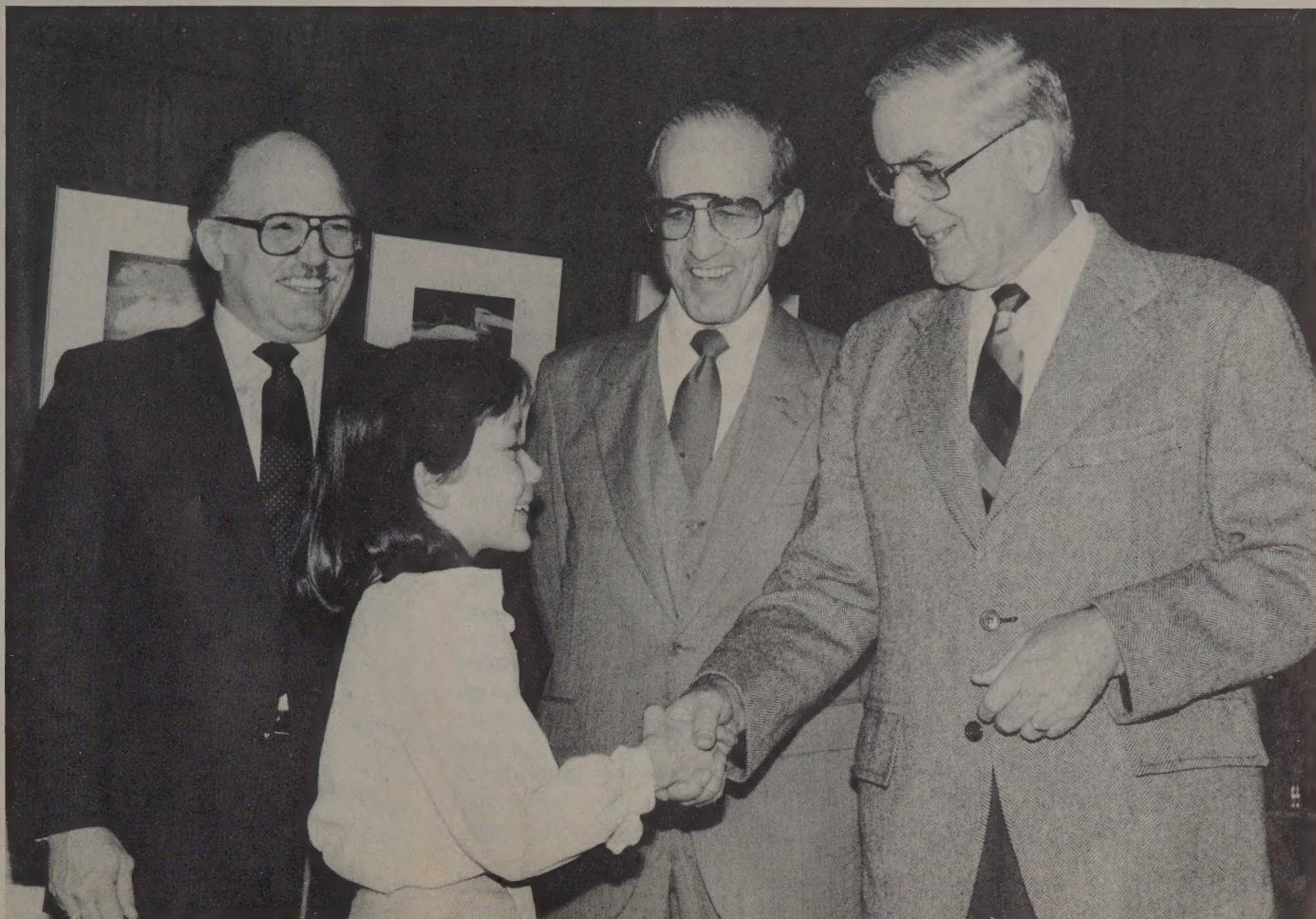
A new \$3.5 million Driver License Issuance System (DLIS) will bring computer terminals, a processor and a printer to each of the 62 field offices, said Sandi Hesselgrave, assistant to Deputy Director Harvey Ward. Field office personnel will enter all information pertaining to transactions directly into the computer.

Driver record information will be fed into the main ODOT computer daily, and updated within 24 hours. Currently, all update information must be mailed to Salem to be entered into the DMV files, a process that can take several days.

"We're not changing the way we complete the various transactions. We're just acquiring sophisticated tools to do it in a more efficient way," said Hesselgrave.

The new system will be tested in the north Salem office in April. Between July and October, four

Continued on page 4



Gov. Vic Atiyeh congratulates Ericka Gieschen, sixth-grader at Eugene Christian School, as one of Oregon's winners in the National Aviation Essay Contest. Looking on are Paul Burkett, center, Aeronautics Division administrator, and Wayne Barlow, Federal Aviation Administration official. Middle school winner was Crissa Elliott, Newberg; high school winner was Alice Sonnen, Portland. Essay topic was "The Importance of Aviation to Our Society," recognizing 200 years of manned flight. Oregon's three winners now advance to regional competition, with hopes of making the national finals.

E-Board restores cuts, positions

A Highway Division request to restore \$12.4 million and 83 positions to the maintenance program and to increase the construction program was approved by the Emergency Board last month.

Approval of the request will enable the division to restore its maintenance program to the origi-

nal level requested in the 1983-85 budget. It also allows the division to obtain about \$57 million in federal matching funds.

The additional revenue is expected to be generated by the increase in gas taxes and weight-mile taxes passed by the 1983 Legislature.

The board also approved a Central Services request to purchase a computer from the Executive Department for \$450,000. This will greatly "expand our computer capacity," said Fiscal Officer Joe Christian.

In addition, Central Services received authority to spend about \$460,000 on special projects, studies and planning.

The Motor Vehicles Division's request to spend \$27,000 to implement House Bill 2887, which deals with mandatory liability and financial responsibility, was approved. However, a request to spend \$60,000 to implement House Bill 2031, a rewrite of the motor vehicles laws, was deferred.

DMV also was given permission to spend \$162,000 to restore funding for legal services deleted by the Joint Committee on Ways and Means in anticipation of the passage of a bill that subsequently failed. The Emergency Board approved another DMV request to spend \$28,000 on field staff uniforms, Spanish-speaking publications and four positions.

Finally, the Aeronautics Division's request to spend about \$1 million on its Search and Rescue and airport maintenance improvement programs was also approved. The division anticipates an additional \$225,000 from increased pilot and aircraft fees, which is expected to generate about \$800,000 in federal revenues.



Walter Phillips, past retiree, and Art Shelley, retiring chief weighmaster, swap stories over the refreshment tables. See page 5.

Parks ups fee for overnight reservations

Making a reservation in an Oregon State Park overnight camp-ground will cost \$1 more during the coming season, but there will be no charge for pets, and the number of day use parks where a \$1-per-vehicle-per-entry fee is assessed will be reduced significantly.

Dave Talbot, state parks administrator, said the reservation fee will increase from the current \$2 to \$3, an amount which more accurately reflects the cost of operating the popular program.

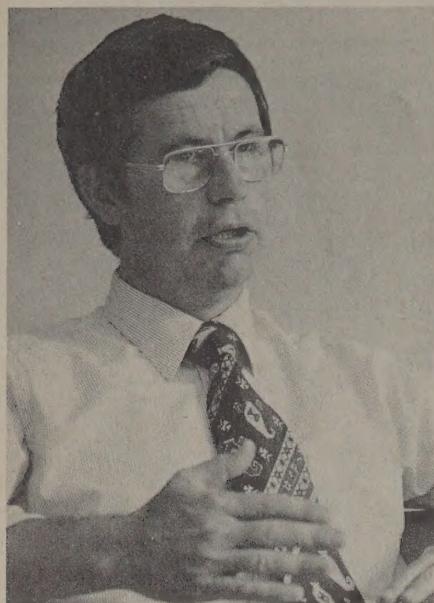
Although the division had announced earlier that it was strongly considering implementation of a \$1-per-dog-per-night fee in 1984, he said park user fees have held up better than anticipated, and the 1983 Oregon Legislature approved a budget for Parks which avoided closures and cutbacks.

Talbot said the dog fee may have provided some degree of control over the number of dogs in the campground, while generating some revenue to offset associated costs. Given the stable financial situation at this time, control measures will be exerted in other ways, he said.

A day use fee was charged at more than 20 parks last summer on weekends and holidays, but the total will drop to 13 during the 1984 season.

Director's Corner

Fred Miller



Within the department, I sense a commitment not only to the success of our programs, but to try new ideas and new ways of doing things. This is not only making us more effective, but is giving us a positive image within and outside government.

As evidence of how positively we are perceived by others, I was pleased to have been invited to address the State Management Association annual meeting on "Excellence in Management." The program focused on private firms and state agencies that are emphasizing quality management in their organizations. I believe that most of the participants in the conference viewed the Department of Transportation as a leader in developing our employees, applying new ideas to improve programs, and generally managing the activities of the department.

Governor Atiyeh, who attended the entire conference, was impressed that at the end of the sessions one of the executives from a private company approached him and indicated that he was taking notes of what was going on within the Department of Transportation for application to his company.

I hope that many of you share in my positive evaluation of the department's performance; you have played an important role in helping us achieve that grade. I would like us to do as well next year, and I am confident that we can.

□ □ □

The end of the year is also a time to extend our best wishes to a number of retirees. We in the department, and the people of Oregon, are grateful for the many years of dedicated service that they have provided. Fortunately, we do not have to say "goodbye" to most of our friends who are retiring; in some cases, I think I see more of some retired employees at receptions and banquets than I did when they were working. It's nice that we do have those occasions to get together. We should all continue to recognize that our employees are important to us whether they work for us or not.

Letters

Impressed with staff

Chuck Fredrickson, Region II Engineer:

In wrapping up our first Federal Aid-Urban project (Second, Oak and Fifth Street project in Lebanon), I'd like to commend you on the high level of competence exhibited by the entire Region II engineering staff.

Throughout the project, I was impressed with, and greatly aided by, the professionalism of Jerry Wimer in Construction, Chuck Reeves in Soils and Geology, and Roger Gebauer in Final Estimates. The receptionists were efficient and courteous.

Particularly notable in this context is Phil Stearns, region federal aid specialist. Necessarily patient and knowledgeable, he was invaluable in helping steer us through the intricacies of the state and federal management systems. Further, he made an often difficult project enjoyable by imparting a sense of perspective, and when necessary, humor.

Congratulations on your excel-

lent operation. We look forward to working with you in the future.

Fred R. Bouma
Lebanon City Hall

Problem solved quickly

William Geibel, maintenance supervisor:

I would like to express my thanks to the Oregon Department of Transportation, and especially Terry Flink, for the prompt resolution of a potentially hazardous traffic direction sign.

I am referring to a sign which was posted on the northbound offramp of I-5 (the city center exit) to Front Avenue (in Portland). The sign was removed within a day of my call and within one week, a corrected sign was put in place. The rapid and prompt resolution of this problem was truly impressive.

Elaine S. Pretz
Portland

EDITOR'S NOTE: William Geibel is the district 2A maintenance supervisor in the Metro Region, and Terry Flink is his assistant.

Service program

Managers win awards

Eight ODOT employees received awards from Gov. Vic Atiyeh last month under the Management Service Recognition Program.

The program recognizes one percent of all state management service employees for their work-related and non-work-related achievements, and their volunteer work.

Those employees honored were:

Paul Hatcher, a 26-year employee of the department who serves as the Central Services budget officer.

Thomas Robertson, a 17-year employee of the Aeronautics Division who manages the state-owned airport operations.

Ron Busey, a project manager in Roseburg who has served the department for 34 years.

Adele Egan, Right of Way Office manager who has worked for the department for 35 years.

Dick Hawkins, a 36-year employee who is a district maintenance supervisor in The Dalles.

Rick Kuehn, who is a district maintenance supervisor in Salem and a 20-year employee.

Vinita Howard, manager of the Motor Vehicles Public Affairs Section who has been with the division for 32 years.

Ray Wilson, a 14-year employee of the Parks Division who serves as Parks Lands supervisor.



There aren't many highway engineers that can boast receiving awards from the Soil Conservation Service, but Region 4 Engineer Dale Allen can. He received this award recently from the service for his "outstanding leadership and cooperation that stabilized the I-84 sand dune" (See December VIA). Allen worked with District Maintenance Supervisor Dick Hawkins and no fewer than six different agencies and companies to halt the encroachment of the dune on the highway.

Second group finishes course

VIA
Oregon Department of Transportation
An Equal Opportunity Employer
Oregon Transportation Commission

Anthony Yturri
Peter J. Brix
N. B. Giustina
Robert F. Dwyer
Sam Naito

Director
Fred Miller

George Bell
Assistant Director for
Intergovernmental and
Public Affairs

Dena Minato
Managing Editor

John Davenport
Graphics

Marge Doane
Word Processing

Published by:
The Office of Public Affairs
104 Transportation Building
Salem, Oregon 97310
Phone: 378-6546

A second group of employees has completed the Management Development Program held in six two-day sessions at Silver Falls State Park.

The 16 people, representing various divisions, "graduated" last month. Their studies over the past 11 months included budgeting and accounting, oral and written communications, computer technology and personnel management, among other topics.

Graduates included:

Debbie Corey, Wayne Coder Jr., Judith Peterson, Daniel Pfenning, David Willhite, Robert Edgar, Michael Gander, Michael Gardner, Larry Lindley and Ronald Noble, Highway Division.

Lorena Buren and Beth Mulcahy, Public Transit Division.

Sharon Rankin and Marilyn Almero, Parks Division.

Albert Vasquez and Kelly Kathriner, Motor Vehicles Division.

A third group began the program last November, and a fourth is scheduled to start next month. Eighteen people were in the initial group that finished last July.

Special recognition

Governor presents paddle award to Miller



ODOT Director Fred Miller proudly displays the dubiously prestigious "Up the Creek Without a Paddle Award" presented him by Gov. Atiyeh following a misunderstanding involving downtown Salem merchants and the *Statesman-Journal*.

ODOT Director Fred Miller has received state government's most unwanted award--"The Governor Atiyeh Perpetual 'Up the Creek Without a Paddle' Award."

The governor gave the award to Miller in mid-December in recognition of the Highway Division's problems with the *Statesman-Journal* newspaper and the downtown Salem merchants over misinterpretation of a news release.

The release advised through traffic to avoid using Commercial and Liberty streets during shopping hours and to take the Front Street Bypass instead.

Unaware that those two thoroughfares are on the state highway system, the *Statesman-Journal* thought the Highway Division was butting in where it had no business, and boxed a story on its front page under the headline: "State advises

drivers to avoid downtown Salem." Understandably, the merchants came unglued.

The governor's office the next morning was deluged with calls from angry business people demanding to know what the state was doing urging drivers to stay out of Salem's central business district. Many of the callers were referred to ODOT's Public Affairs Office.

Later that day, Assistant Director George Bell and Region 2 Highway Engineer C.O. "Chuck" Fredrickson met with the publisher of the *Statesman-Journal* and four of his top staff to discuss the situation.

Both parties agreed the matter had not been well handled and that a second story was probably necessary to explain how things had gone awry.

Bell wrote a followup news release to clarify what the Highway Division intended with its first release, and the *Statesman-Journal* admitted to its part in the misunderstanding. The combined story was carried on page one the following day.

The merchants were appeased, tempers cooled, and the uproar died down as quickly as it had flared.

But having the Highway Division on the front page of the newspaper two days in a row, and angering the downtown Salem merchants, was

too much for Governor Atiyeh to ignore. He gave the paddle award to Miller at a subsequent staff meeting.

The award has its own history. Atiyeh found the broken paddle one day while drifting a river, and he decided it might make an appropriate award for some state administrator who got into trouble.

Given to governor

He didn't have to wait long. Former Public Utilities Commissioner John Lobdell caused a flap during the 1981 legislative session by losing his temper and using salty language before a senate committee. He was the first recipient of the paddle award in April 1981.

Since then, the award has been presented four other times, including twice to the governor himself when his actions triggered a public uproar.

Miller took the honor in stride. "I'm pleased that the paddle was handed to me," he said, "rather than delivered from the rear."

Miller said, too, that he felt he was "in pretty good company" since the governor had been the immediate prior winner of the award.

The uncoveted trophy will remain in Miller's possession until some other state administrator earns it in the future.

Electronic mail speeds service

"Anyone with a terminal is a potential electronic-mail user," she said. "We're only limited by the capacity of our computer."

Installation of an electronic-mail system became possible when the old Teletype machines in the highway region and district offices were replaced by computer terminals. Those offices currently have the only mailboxes.

"But the electronic mail system will support 1,500 mailboxes," said Bob Rainey, a unit supervisor in the Information Systems Branch. "We just need to acquire more com-

puter capability."

Purchase of a used IBM computer from the Executive Department next year will provide some of the additional capacity needed, he said.

Hardin and Rainey think a long-range possibility is for everyone in the department to have a mailbox. "In four to six years, I even see us sending electronic messages between agencies," said Rainey.

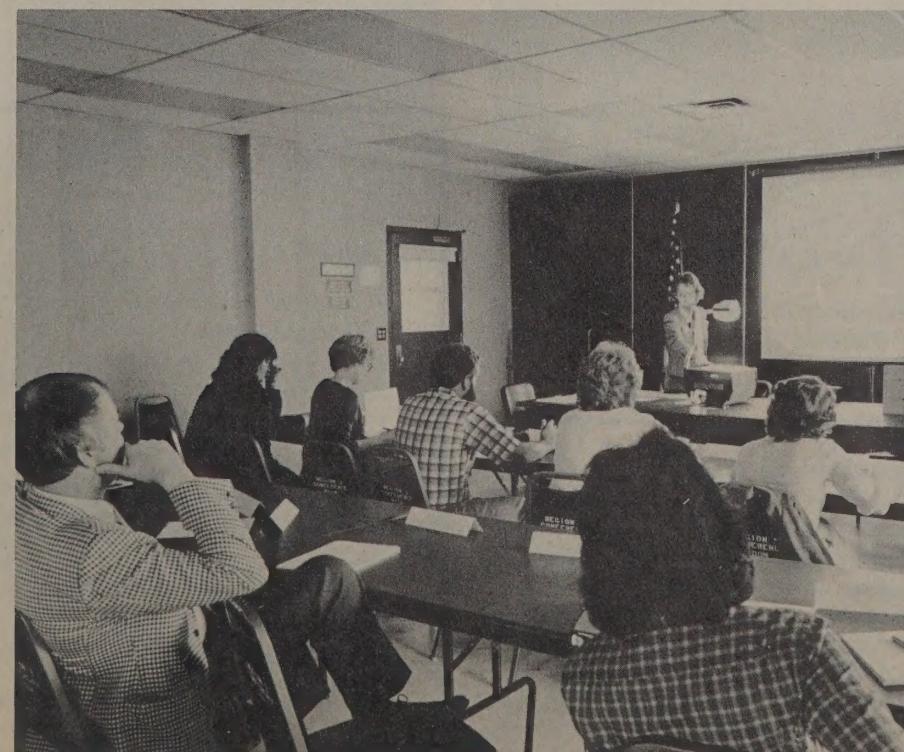
All kinds of messages can be sent through computer terminals, said Hardin. She mentioned emergency messages, memos and letters as examples.

Rainey explained that a message is entered into the computer and, with a few key strokes, is sent to the appropriate person or persons. Individual passwords prevent people from tapping into someone else's mailbox.

Can create file folders

A person with an electronic mailbox must check it regularly, much like an old-fashioned mailbox, he added.

Rainey pointed out electronic mail's obvious benefits of speed and elimination of paper storage. In addition, a person can send the same message to an unlimited number of people by pushing a few buttons. The system also allows users to create "file folders" on computer disks for storing messages. "I think there is another benefit to this," Hardin said. "It's opening a new door to some people who've never worked with computers. They will develop new skills and won't feel they're being left behind in this computer age."



Jean Hardin, Office of the 80s coordinator, instructs a training class in the use of the new computer mailing system. She believes everyone in the department may eventually have an electronic mailbox.

Grant-in-aid program helps fund Oregon parks

The following is part of a series describing the different functions of units and sections in the various divisions within ODOT.

The person who replaces Ed Marges as administrator of the grant-in-aid program at State Parks will have to be versatile by necessity. After all, Marges said, he or she will be "a state employee who is paid by the federal government to work with local jurisdictions."

It's a position Marges held between 1981 and this month, when he became an agreement specialist with the Highway Division's Program Section.

At Parks, he was assisted in the grants effort by administrative assistant Marilyn Almero and retired recreational staff engineer Curt Baker, who fills in from time to time. Collectively, they are part of the Program and Planning Unit which is directed by John Lilly, assistant division administrator.

Although special projects are not uncommon, the section deals primarily with a pair of grant programs, federal and state.

Federal program

About \$1 million in federal funds are dispersed annually, down considerably from traditional levels for an extended period prior to 1981. The state grants program, previously in the \$500,000-per-biennium range, totals \$114,000 for the current two-year budget cycle.

The federal program will fund both state and local agencies, which allows State Parks and Fish and Wildlife to participate, while the state funds go only to local governments, such as cities, counties, port and park districts. Approximately 300 local governmental entities in Oregon have at one time used funds administered by the grants section.

Federal dollars can be used for acquisition, development and rehabilitation, while the state program allows only the latter two, but not acquisition. Decisions on distribution of state grant-in-aid monies are made at the county level after a public hearing process.

Due to the limited amount of money available for the 36 Oregon counties, typical projects may range from \$1,000 to \$15,000. Last year, Marges recalled, the average throughout the state was about \$2,000 in state grant money per approved project.

Set priorities

The federal funds are typically requested by 75 to 100 local governmental units each year, with an average of 40 to 50 receiving some assistance. The program has helped in the past with projects such as a \$1 million swimming pool in Baker, acquisition of 800 acres for Minto-Brown Park in Salem, and acquisition and development of Cathedral Park in Portland.

An appointed committee reviews and sets priorities for distribution of available funds. Part of the latter process hinges on work done by the section in evaluating, inspecting and reporting back to committee members on exactly what is proposed. The types of things of interest to Marges and the grants staff have been whether or not there is a demonstrated public need, compliance with local comprehensive plans, and an ability to operate and maintain that which is proposed.

Marges feels the person heading the section should be an advocate for local government. After all, the section manager, in his view, has to be able to work with a local entity to put together a request that has a reasonable chance of securing grant assistance.



Ed Marges checks over blueprints of a city park. About 300 local governmental entities throughout the state have used funds administered by the Grants Section at one time or another.

New program to help women develop skills for promotions



Karen De Lorenzo

Providing information and promoting career and personal development is the focus of ODOT's Women's Network.

Karen De Lorenzo, a project director in Motor Vehicles and the network's temporary chairperson, said the organization is a source of information about jobs and career possibilities within ODOT. The network also provides opportunities for women to "develop ourselves as individuals, both personally and professionally."

The original idea for such a network came from Donna Kilber, senior project manager in the Environmental Section. The first

meeting was held in January, but only in the past few months has the organization taken shape, Kilber said.

Calling the network a "women's career self-help" group, she said it helps women develop skills needed for career advancement. The organization also allows women to meet others from throughout ODOT and learn about the department.

Both De Lorenzo and Kilber would like to see the network expanded to the field areas.

The group meets at noon on the last Wednesday of each month. An informal lunch is scheduled the second Wednesday of each month from 12:30 p.m. to 1:30 p.m.

"We want to be what those involved want us to be," De Lorenzo said. "We hope we're dynamic enough to do what people want to do."

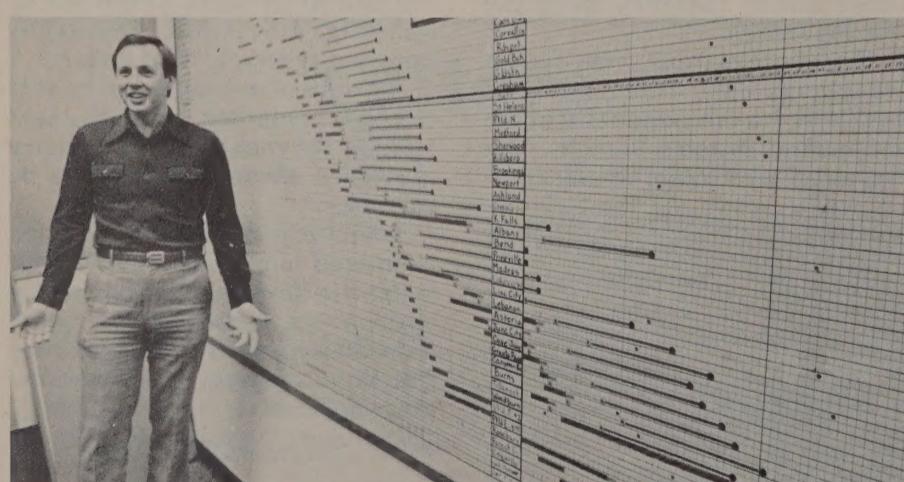
Other temporary officers are Sandy Coslow, DMV, and Rosalyn Shirack, Policy and Planning, secretaries; and Etta Foote, employee development, "reality checker." De Lorenzo said a "reality checker" keeps the group on track and relates issues brought up in the meetings to the "real world." Officers will change in about six months.

"We want to emphasize that the structure is temporary, and communication within the network is free and open," De Lorenzo said.

Way Back When



The Klauer snogo auger-type snow plow in this 1939 photo taken on the south Santiam Pass was first put into use in The Dalles in January 1928. Equipment Superintendent Bob Kuenzli noted this one was used in McMinnville, Klamath Falls, Medford and Grants Pass before it "went to war" for the U.S. Army Air Corps Base in 1942.



Steve Fine, site preparation manager, examines the DLIS time-flow chart that covers an entire wall in DMV Deputy Director Harvey Ward's office.

DLIS system

Continued from page 1
offices will begin using the system each week until all are on line, said Wes Taylor, who is handling the site preparation, testing and installation phases of the project.

The system is expected to pay for itself and to save \$1 million in ten years, said Hesselgrave. The greatest savings will come from a reduction of time spent on daily report preparation.

Currently, it takes one person a full day to complete the reports for

a medium-sized office. DLIS will cut that time to a half-hour, explained Karen De Lorenzo, coordinator of training plans for the new system.

Everyone in the division will receive some training, said De Lorenzo.

Office managers and report specialists will come to Salem for five days of instruction. Training centers in Beaverton, Salem and Eugene, and vans equipped with terminals will be used to train motor vehicles representatives around the state.

ODOT bids retiring employees farewell

A total of 102 employees across the state celebrated the end of their ODOT careers with numerous parties and dinners held in their honor. Many turned out for a retiree open house Friday, Dec. 9, to say their goodbyes to co-workers and get a little advice from past retirees who attended. The following is a list of those who retired at the end of 1983.

40-42 years

P. Frank Burnett, 1471 NW 2nd Ave., Ontario 97914; SHE B, 42 years.

James W. Cochell, 4715 NW Neskowin Drive, Portland 97229; supervising highway engineer (SHE) B, 41 years.

Gene H. Beckman, Box 13, Government Camp 97028; highway maintenance supervisor (HMS) D, 40 years.

30-39 years

Leland Stoner, 13900 SW Hwy. 212, Space 50, Clackamas 97015; engineering technician (ET) 2, 39 years.

W. E. Cole, 1578 Westhaven NW, Salem, 97304; SHE C, 37 years.

Ralph Lester, 1436 W Sixth St., McMinnville 97128; HMS B, 37 years.

Keats Oliver, 3209 S Columbia St., Albany 97321; highway engineer (HE) 4, 37 years.

Roy Spivey, 3218 Oakcrest Dr. NW, Salem 97304; HE 3, 37 years.

J. A. Stubblefield, 1570 SE Hamilton, Roseburg 97470, HE 1, 37 years.

Verl D. Tunison, 159 Valley View Drive, Oregon City 97045; highway maintenance foreman (HMF) 3, 37 years.

Gordon Winchcomb, 766 Meadowlawn Drive SE, Salem 97301; program executive B, 37 years.

George Douglas, 4551 Coloma Drive SE, Salem 97302; highway maintenance worker (HMW) 3, 36 years.

David Garrett, 3992 Wallace Rd. NW, Salem 97304; HE 2, 36 years.

Robert C. McDonald, 241 5th St., Silverton 97381; engineering technician (ET) 3, 36 years.

Marvin W. Ball, 1841 NE 7th St., Lincoln City 97367; HMW 2, 35 years.

Robert Bartges, 2232 42nd Ave., Sp. 785, Salem 97301; supervising storekeeper C, 35 years.

Wilford G. Beard, 18110 SW Shawnee Trail, Tualatin 97062; HE 4, 35 years.

Guy B. Cornforth, 1690 Keizer Road NE, Salem 97303; HE 2, 35 years.

Paul Galloway, 4424 Durbin Ave. SE, Salem 97301; HE 4, 35 years.

Donald E. Jones, 4943 SW Melody St., Roseburg 97470; weighmaster supervisor, 35 years.

Carroll Keasey, 1990 Saginaw S, Salem 97302; SHE F, 35 years.

Theodore Moffitt, 720 Hicks St., Silverton 97381; HMS C, 35 years.

Carl A. Reed, 12653 Silverton Road NE, Silverton 97381; heavy equipment mechanic, 35 years.

Lyle Watson, 1378 Mandarin Way NE, Salem 97303; SHE C, 35 years.

Robert Willett, P.O. Box 102, Enterprise 97828; HMW 3, 35 years.

James M. Wyzard, 24104 NE 92nd Ave., Battle Ground, WA 96604; HMS C, 35 years.

William Herman, P.O. Box 686,

Astoria 97103; HMW 3, 34 years.

Marlowe Krohn, 8914 Shaw Square Road SE, Aumsville 97325; HE 4, 34 years.

Duane Ridings, 1143 Lansford Drive SE, Salem 97302; HE 4, 34 years.

Jonathan Rose, 5151 SW Barnes Rd., Portland 97221; HE 4, 34 years.

Myron "Mike" Stovall, 6853 SW 32nd Ave., Portland 97219; SHE D, 34 years.

Virgil Wilson, 1565 Jamestown SE, Salem 97302; right of way supervisor, 34 years.

Robert D. Church, 141 S 17th, Space 32, Independence 97351; ET 4, 33 years.

Elvin Foster, 24215 SW 82nd Ave., Tualatin, 97062; ET 2, 33 years.

Ted Inloes, 6326 SE Cedarcrest Drive, Milwaukie 97222; HE 3, 33 years.

Robert L. Lammert, 737 NE Marshall, Bend 97701; SHE C, 33 years.

Donald Stoudenmeyer, 4785 Sunnyside Road SE, Salem 97302; SHE C, 33 years.

Edwin Tucker, 936 Hylo Rd. SE, Salem 97306; HEM 1, 33 years.

HMS C, 31 years.

Claudius Groves, Star Route S, Box 745, South Beach 97366; ET 2, 31 years.

Edward Hansen, 4036 Carson Drive SE, Salem 97301; highway shop superintendent, 31 years.

Vincent Pfeifer, 2210 Hazel Ave. NE, Salem 97303; HMW 3, 31 years.

Harold Reynoldson, 649 36th Ave. NE, Salem 97301; HE 4, 31 years.

Art Shelley, 3882 Ibis St. NE,



New retiree Dennis Bagger shows off his graduation cap to Eb Engleman, Kathy Kubick and Bob Bard.



Retiree Phil Oakley gives a few pointers to new retiree Arch Wetzel and Highway Division employee Bill Butts.



Roy Priem finds himself surrounded by retirees, past and present, and fellow employees, as he prepares to say his goodbyes to ODOT.

George Wills, 3577 Peck Ave. SE, Salem 97302; SHE D, 33 years.

George O. Faville, 4750 Delight N, Salem 97303; photocopyist supervisor, 32 years.

William Fraser, 1009 Ellis St., Dallas 97338; HMW 4, 32 years.

Dorland "Buzz" Swan, 517 West Hills Way NW, Salem 97304; SHE E, 32 years.

Dean Byrd, 585 Winter St. NE, Salem 97301; ET 3, 31 years.

Theophil Dammer, 755 Valleywood Drive SE, Salem 97302;

Springfield 97477; lead electrician, 28 years.

Isabel Albright, 874 Vinyard Ave. NE, Salem 97301; management assistant B, 26 years.

Edward G. Bowers, P.O. Box 900, Klamath Falls 97601; HMS B, 26 years.

Norman "Lee" Gatlin, 4386 Larch Loop NE, Salem 97305; highway maintenance office assistant, 26 years.

James L. Hardin, 3627 Wallace Road NW, Salem 97304; ET 4, 25 years.

Arthur "Roy" Priem, 4330 Lone Oak Road SE, Salem 97302; supervising engineering technician B, 25 years.

Arch E. Wetzel, 5362 Newberg Drive N, Salem 97303; ET 4, 25 years.

Frank A. Woods, P.O. Box 77, Eagle Point 97524; HMW 3, 24 years.

Dennis C. Bagger, 3370 Turner Road SE, Salem 97302; HE 4, 23 years.

Wanda Ortman, 641 SW Levens, Dallas 97338; administrative assistant, 22 years.

Marinus Smit, 9724 Silver Falls Highway SE, Aumsville 97325; heavy equipment mechanic 1, 23 years.

Eugene Barnes, 2250 Garden Ave., Klamath Falls 97601; HE 1, 22 years.

Herbert Cox Jr., 809 SE 34th Ave., Albany 97321; HMW 3, 22 years.

Robert McCarthy, 35685 Clipper Court, Nehalem 97131; HE 1, 22 years.

Delmer F. Isakson, 93746 Elk River Road, Port Orford 97465; HMW 3, 21 years.

Maurice Clyde, 2111 Cove Ave., La Grande 97850; HMW 2, 20 years.

Warren G. Conger, 806 SW 4th St., Ontario 97914; HMW 3, 20 years.

Ethan W. Exline, 609 E. 19th, McMinnville 97128; HMW 2, 20 years.

5-19 years

Carl A. Carnahan, 900 Idlewood Drive, Baker 97814; HMW 2, 19 years.

Ervin W. Gant, Route 1, Box 81, Maupin 97037; HMF 1, 19 years.

Ralph Hardy, P.O. Box 751, La Grande 97850; HMW 2, 19 years.

Jack Shaw, Route 2, Box 58, Ontario 97914; HMF 1, 18 years.

Grady Mott, 166 Mill Creek Dr., Prospect 97536; HMW 3, 17 years.

Charles Califf, 13320 SE Powell, Portland 97236; laborer 1, 16 years.

Louis A. Hughes, 1612 Kingwood St., Forest Grove 97116; HMW 3, 16 years.

Porter Payne, P.O. Box 429, John Day 97845; HMF 2, 16 years.

Cecil L. Horn, 407 S Ivy, Canby 97013; HMW 2, 15 years.

Alfred Warren, 9434 N Charleston Ave., Portland 97203; laborer 1, 15 years.

Donald Roat, P.O. Box 797, Oakridge 97463; HMW 3, 14 years.

Robert W. Simpson, 4445 NE 84th Ave., Portland 97220; HE 2, 13 years.

Delbert Anderson, 3083 Kentwood Drive, Eugene 97401; senior weighmaster, 12 years.

Warren M. Hulbert, P.O. Box 25, Bandon 97411; park manager C, 12 years.

Continued on page 7

20-29 years

Donald Breedlove, 1008 NE 8th St., Grants Pass 97526; weighmaster, 29 years.

Mainor Holmes, 877 George St. NW, Salem 97304; HE 4, 29 years.

Meryl W. Smith, 1825 18th NE, Salem 97303; materials testing engineer 1, 29 years.

Glenn Chronister, P.O. Box 251, Moro 97039; HMS B, 28 years.

William M. Davis, 527 S Water St., Silverton 97381; highway equipment mechanic 1, 28 years.

John F. Gunther, 5818 Estate Drive, Klamath Falls 97601; HMW 2, 28 years.

Nadine J. Lightner, 539 35th Ave. NW, Salem 97304; management assistant A, 28 years.

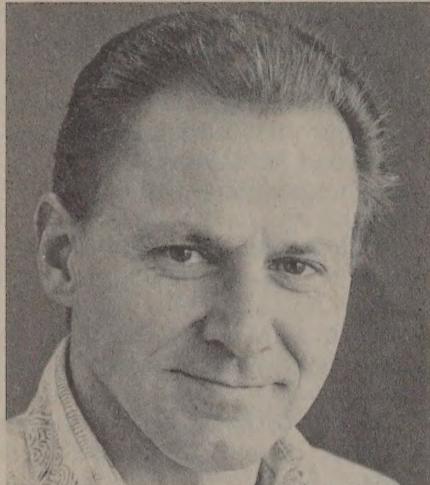
Oscar Oberman, 1041 N 6th St.,



Jerry Robertson is VIA's roving photographer. VIA's editors frame the question of the month, and answers are edited only for length.

CANDID COMMENTS

This month, VIA asked 10 employees who have been involved in the Management Development Program the following question: What is your number one professional goal for 1984?



EB ENGELMANN, HWY
Project Coordinator, Salem

My number one professional goal is to develop good managerial skills to become a better supervisor. My present job, my first ODOT supervisory position, has given me first-hand appreciation of the need for managerial skills such as time management, prioritization, communication, delegation, evaluation and more efficient reading skills.



MARILYN FREDERICKSON, DMV
Technical Supervisor, Beaverton

To improve my communication skills and to assist in getting DLIS on line successfully.



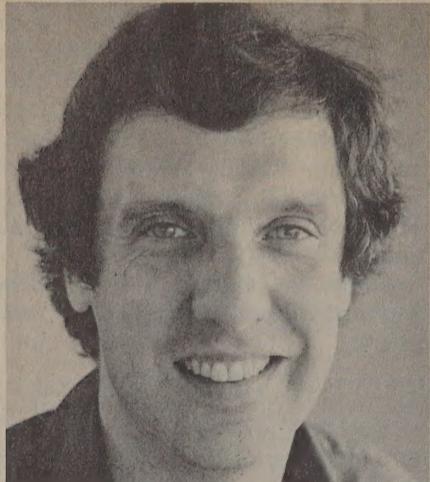
AL VASQUEZ
Office Manager C, Eugene

Primarily, furthering my knowledge in the seminars that Fred Miller has provided for moving up into higher management, and not excluding local college classes that are available. Also, the possibility of being involved in upper management, getting on-hand experience as a training basis.



MARILYN ALMERO, PARKS
Administrative Assistant, Salem

My number one professional goal will be to develop good, sound management skills by taking classes and workshops.



PAUL TAYLOR, PARKS
Planner, Portland

Increase my knowledge of the budget process, whether it be on the job, or possibly through job rotation, and how it affects State Parks decision making.



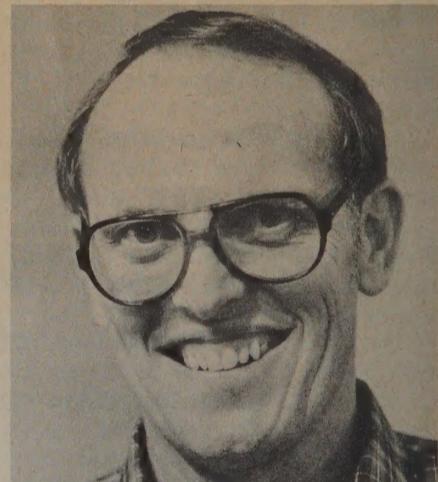
WILSON McBETH, HWY
Chief Weighmaster, Salem

The weighmaster unit's primary purpose is the enforcement of truck size and weight regulations. Our goal is to protect the motoring public and the highway system from hazard or damage. Quite simply, to the best of my ability I intend to administer the unit to that end as efficiently as possible.



DEBBIE COREY, HWY
Office Manager, Salem

My most important goal is to continue taking courses and working toward a degree. This will increase my effectiveness in my present position and increase my promotability and flexibility for other positions.



LARRY LINDLEY, HWY
Project Manager, Eugene

My number one professional goal for 1984 is to implement as many of the management ideas as possible that I have learned through the Management Development Program.



KELLY KATHRINER, DMV
Clerical Specialist, Salem

To expand my knowledge of the budget preparation process and legislative process, especially preparing and giving testimony before the committees. My present position involves preparing impact analyses of budget decision packages and legislative bills. Expanding my knowledge in these two areas will increase my skills in my present job and lay a foundation of experience to support me in future positions with the department.



MICHAEL GARDNER, HWY
Project Manager, Hermiston

Since I've only been in the position of project manager for nine months, I haven't really set any short-term goals for advancement. My main goal for the upcoming year is to see that projects assigned to my crew are done with excellence. A personal goal is to study and pass the engineer-in-training exam.

People Page

Highway employees get new status

The following employees were recently granted registration as professional engineers:

Arnold R. Anderson, highway engineer (HE) 3, Salem; John W. Bolner, HE 1, Portland; Gary L. Bowling, HE 1, Portland; Kevin F. Davidson, HE 1, Portland; Salem; James T. Edwards, radio technician 2, Salem; Jay D. McCoy, HE 1, Portland; Keith R. Rudisil, HE 3, Salem.

The following employees were recently granted registration as land surveyors:

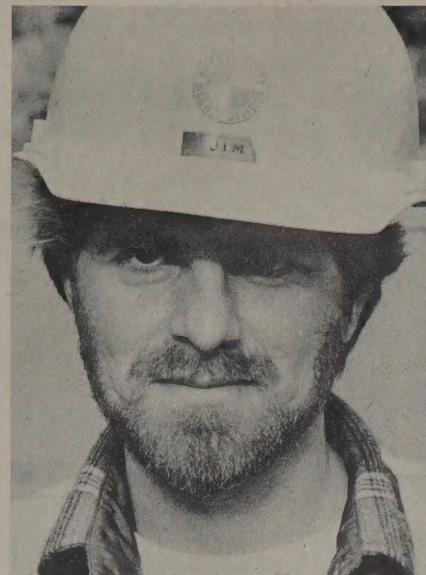
Donald L. Berg, HE 2, Salem; Duane N. Berg, HE 1, Klamath Falls; Kenneth D. Karnosh, supervising highway engineer (SHE) B, Albany; Kenneth L. Stoneman, SHE A, Corvallis.

The following employees successfully passed the examination for certification of engineer-in-training:

Carol M. Allen, HE 1, Salem; Laurent A. Beauregard, engineering aide, Portland; Donald E. Fantz, HE 2, Portland; Melinda A. Harwood, HE 1, Salem; Delora A. Irwin, HE 1, Salem; Ted W. Keasey, HE 1, Beaverton; Natsuko Kibe, HE 1, Salem; Christopher R. Leedham, HE 1, Salem; Catherine A. Marshall, HE 1, Salem; Ilene D. Poindexter, HE, Salem; Kenneth R. Senn, HE 3, Portland; Robert E. Thompson HE 1, Salem.

The following employees successfully passed the examination for certification of land surveyor-in-training:

Richard W. Bastedo, HE 1, Newport; Paul L. Burns, HE 1, Albany; Clifford P. Caldwell, HE 3, Salem; Wayne L. Coder Jr., HE 2, Bend; Stephen E. Doak, HE 1, Salem; Allan F. Dobes, HE 1, Salem; Ken W. Eddy, HE 1, The Dalles; Leo A. Goldsby, HE 3, Portland; Julie E. Kliewer, HE 1, Salem; Thomas A. Kuhlman, HE 1, Salem; Paul W. Meyers, HE 1, Albany; Jeffrey S. Spalding, HE 1, Albany; Richard D. Stumpff, HE 1, Salem; Jerry C. Thackery, HE 2, Bend.



James E. Anderson



Janice Young



David Battee

Moving up the ranks

CONGRATULATIONS

The following employees received promotions recently:

James E. Anderson, highway maintenance worker (HMW) 2 to HMW 3, Coos Bay.

David Battee, highway engineer (HE) 1 to HE 2, Salem.

JoAnn Bell, clerical assistant to clerical specialist, Salem.

Thomas M. Bradd, weighmaster to senior weighmaster, Salem.

Charlotte Coester, clerical assistant to data entry operator, Salem.

John Davenport, engineering technician (ET) 4 to supervising engineering technician C, Salem.

Phillip Gagnier, engineering aide (EA) to ET 1, La Grande.

Richard Hampson, ET 1 to HE 1, Portland.

Pat Lee Jr., EA to ET 1, La Grande.

Karl Krueger, program executive B to program executive C, Salem.

Diane Lehman, motor vehicles representative (MVR) 1 to MVR 2, Medford.

Charles Markwell, HMW 2 to HMW 3, Government Camp.

Wilson McBeth, assistant chief

weighmaster to chief weighmaster, Salem.

Edward Miller, HMW 2 to HMW 3, Portland.

Ginger Prinz, clerical specialist to administrative assistant, Salem.

Floyd Roth, HMW 2 to HMW 3, Brothers.

Gregory Smith, weighmaster to senior weighmaster, Eugene.

Lauri Stark, secretary to management assistant A, Salem.

Richard Thomas, weighmaster to senior weighmaster, Umatilla.

Janice Young, clerical assistant to clerical specialist, Salem.



Patten named interim editor

Kathy Patten, a communications graduate of Linfield College, has been named interim managing editor of VIA.

She replaces Dena Minato, who resigned to accept a position at Western Oregon State College in Monmouth. Minato, a former teacher, will work in the college's admissions office on high school and community college relations, admissions publications and special events.

Patten worked in the ODOT Public Affairs Office last summer, writing for VIA and doing other assignments. Since August, she has been writing feature stories for the Tourism Division of the Economic Development Department. While at Linfield, she was news editor of the student newspaper.

The Salem engineering Crew 080-06, under the supervision of Don Thurston, won the SAIF Special Achievement Award for 550,000 hours worked without a loss-time injury. This is the second best record in the Highway Division.

The following ODOT crews also earned safety awards recently:

Crew 009-00, Maintenance Office crew, 250,000 hours; R.L. Schroeder, supervisor.

Crew 440-07, Valley of the Rogue Park crew, 150,000 hours; Lon Herring, supervisor.

Crew 134-01, Canyonville maintenance crew, 100,000 hours; Fred Udey, supervisor.

Crew 151-07, Ontario maintenance crew, 100,000 hours; Craig Corder, supervisor.

Crew 134-37, Winston landscape crew, 100,000 hours; Earl Pritchard, supervisor.

Crew 420-10, Cape Lookout Park crew, 100,000 hours; Ed Kornbluh, supervisor.

Crew 120-43, Region II electrical crew, 100,000 hours; Ronald McAhren, supervisor.

Crew 124-24, Albany bridge maintenance crew, 100,000 hours; Phil Dammer, supervisor.

Crew 133-03, Ashland maintenance crew, 50,000 hours; Curtis Yocham, supervisor.

Retirees

Continued from page 5

Billie B. Parish, 638 Hollywood, Eugene 97404; HMW 2, 12 years.

James Barber, P.O. Box 428, Stanfield 97875; HMW 2, 11 years.

Ralph Stumbaugh, 35251 Highway 62, Trail 97541; park manager B, 11 years.

Clinton Clark, Route 1, Box 5, Elgin 97827; HMW 2, 10 years.

James H. Wittmeyer, 2109 Washington, La Grande 97850; park ranger 2, 10 years.

Charles O. Burke, 2706 W 10th St., The Dalles 97058; HMW 3, nine years.

Ida C. Nielsen, 4145 SE Malden, Portland 97202; secretary, nine years.

Richard O. Tucker, 245 NE 61st Apt. 37, Portland 97213; maintenance repair worker 2, eight years.

Marjorie Beckham, 1189 Chemawa Loop NE, Salem 97303; clerical specialist, five years.

Retiree News

Edna Comerford, PO Box 100, Marion, OR 97359. Ret. HWY 1982.

Edna visited with old friends in the Transportation Building early last month. Her first year of retirement, she says, has gone awfully fast. And she loves it.

After working for so many years, and being around people, she says it's a little lonesome living in the country. But, it's given her time for watercolor painting.

Soon after retirement she and one of her watercoloring friends took a six-week art-related tour of the Greek Isles.

She belongs to an art association and enters some of her paintings in shows. "So far, I'm enjoying it as a hobby; I've not yet developed a style," she says.

And, no, she doesn't want her old job back.

Off the job with . . .

Jim Wyzard



Jim Wyzard

When he was 21, Jim Wyzard, "heard through the grapevine" about a job on the Interstate Bridge. He applied and was hired.

He spent the next 36 years watching cars and trucks zoom back and forth between Oregon and Washington as he moved up the ranks. He retired last month as drawbridge superintendent.

"I've grown very close to the people here. We're kind of like a family, and it's hard to break away," Wyzard said. So hard, in fact, that he was back a few days after he retired to put in an additional 600 hours as a maintenance worker.

Back in 1954 he finished a two-year degree at Clark Community College in Vancouver, Wash. He

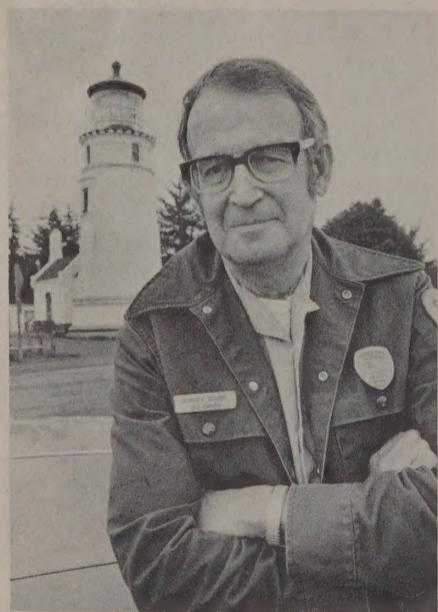
had thought he would become a machinist like his father, but could never quite tear himself away from the bridge.

The biggest catastrophe Wyzard experienced during his years on the bridge was in 1968 when an oil rig hit the span. "I almost quit," he said.

Once he actually retires, he and his wife, Alta, plan to do more hunting and fishing. They also hope to see the United States in their little camper, and he plans to get more involved in the church.

They have two grown children, five grandchildren and one great-grandchild on the way. "We'll have five generations once that one's born," said Wyzard.

George Guthrie



George Guthrie

"I've seen a lot of Oregon, and I've learned to appreciate the people of this state," said George Guthrie Sr., who retired from the Parks Division last month after 30 years.

In those three decades, he worked at Yaquina Bay, Brookings, Valley of the Rogue, The Cove Palisades, Beverly Beach, North Bend, Bend, and finally was park manager at Umpqua Lighthouse State Park.

"I thought moving around was the greatest thing in the world. I met a lot of good people," Guthrie said.

The Cove Palisades, near Madras, was his favorite spot. "When I first got there, I thought

'who'd want to live in this godforsaken place?' It was isolated, but I came to like it," he said.

"There are many darn good things about park service," Guthrie said. "I've enjoyed working with the people who've come up through the ranks and have that feeling of loyalty to the parks that I share. Much more than money has made my job worthwhile."

Guthrie hopes to be busy in his retirement. "I don't want to just quit. I am a boat and cabinet builder by trade, and I hope to do some of that on the side," he said.

He and his wife, Velda, plan to settle down near Medford or Eugene. They have five grown children, one of whom works for parks, and three grandchildren.



Wanda Ortman

The end of the year means retirement for many employees who have given years of service to ODOT. Last month, VIA profiled five retirees; we conclude our tribute by featuring five more this month. For a complete list of those who retired at the end of 1983, see page 5.



Bob Lammert

R.L. Lammert

Bob Lammert feels lucky he hasn't moved around more than he has, although in nearly 33 years with the Highway Division, his work has taken him to Roseburg, Canyonville, Brookings, Grants Pass, Medford and Bend.

"I've enjoyed every place I've been," said the district maintenance supervisor, who has headed District 10 at Bend since 1970. "You can live anywhere, as long as you enjoy the work."

Lammert started as an engineering aide in Roseburg in 1951. He also worked as a transitman and designer there before serving as a resident engineer in Brookings and Canyonville. Prior to his present job, he was district maintenance supervisor in the Grants Pass/Medford area for 10 years.

The recent retiree isn't too sure if he's ready to give up working. "Sometimes I have serious misgivings about it," he admitted. "It's not easy to do. I may go back to work somewhere else."

An avid hunter and fisherman, Lammert is happy to retire in an area where he can enjoy his favorite sports. When he and his wife, Dorothy, want to get away from it all, they jump in their snowmobiles and go "up in the high Cascades as far as we can."

As soon as the weather improves, the two might travel.

They have one son, who works for Parks in Medford.

C.A. Keasey

After a 35-year career with the Highway Division that took him all around the state, Carroll Keasey admitted to liking his eastern Oregon locations best.

Keasey, who retired last month as construction engineer in Salem, started with the division in Newport in 1947 and worked summers while attending Oregon State University. He became a permanent employee in 1949 and has since worked in Medford, Roseburg, John Day, Baker, Troutdale, Milwaukie and Salem.

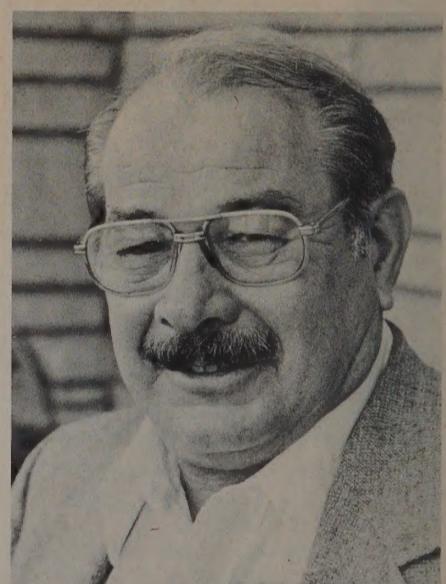
"I enjoyed almost all of my work," he said. "But, I guess I liked my job as district maintenance supervisor in eastern Oregon the best. I liked the place, the climate, and the hunting and fishing."

Keasey doesn't think any of his highway work was particularly hard, but recalled some floods and snowstorms that presented challenges.

"It's been a good place to work. I'm sure I'll miss it for a while," he said.

He and his wife, Charlotte, live in Salem, and have three grown children and two grandchildren. One son works for the Highway Division in Beaverton.

Once retired, he hopes to do more of what he enjoyed so much when living east of the mountains--hunting and fishing.



Carroll Keasey

Wanda Ortman

"I have always been proud to be called the mother of the weighmaster family," said Wanda Ortman, who retired last month after more than 23 years with the Highway Division.

She started as a secretary in Right of Way in 1953 and joined the weighmasters in 1969. In between, she took five years off to be at home with her family and worked two-and-a-half years for the Division of Continuing Education.

"Through the years I have found a strong family feeling among highway employees and have appreciated being a part of that family," Ortman said.

When she was processing land payments in Right of Way, the division was buying land for I-5. "Since

I took a personal interest in that project, my young sons referred to the freeway between Salem and Portland as 'mommy's highway,'" Ortman recalled.

Ortman recently was presented a plaque, which will be signed by all unit supervisors, proclaiming her an "honorary weighmaster."

"It's so exciting to me," said the retiring office manager.

Her husband of 41 years, Fred, has been retired for three-and-a-half years "and feels he's been home alone long enough. He thinks we're going to play most of the time, and I have been careful not to tell him of all the work projects I am planning," Ortman said.

The Ortmans have two grown sons and two grandchildren.